
**GOODS MOVEMENT TASK FORCE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**January 17, 2007
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE GOODS MOVEMENT TASK FORCE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Goods Movement Task Force held its meeting at the SCAG office in Los Angeles. The meeting was called to order by the Honorable Art Brown, Chair, City of Buena Park.

Members Present

Art Brown - Chair

Steve Adams

Harry Baldwin

Lou Bone

Cartwright, Kerry

Sarah Catz

Carol Corerraz

Gene Daniels

Carl Farrington

Bonnie Flickinger

Peter Greenwald

Mike Jones

Sharon Neely

Greg Nord

Peter Okurowski

Andrea Hrico

Michelle Smith

Eileen Schoetzow

Tonia Reyes Uranga

Danny Wu

City of Buena Park

Riverside, WRCOG

San Gabriel

City of Tustin

Port of Long Beach

UC Irvine

San Gabriel Valley Council of Governments

City of Paramount

South Coast Interfaith Council

City of Long Beach

South Coast AQMD

SCAG

Ace Construction Authority

OCTA

Association of American Railroads

USC

Metro

LAWA

City of Long Beach

SCAG

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1.0 CALL TO ORDER

The Hon. Art Brown, Chair, called the meeting to order at 9:36 a.m.

2.0 PUBLIC COMMENT PERIOD

There were no public comments

3.0 CONSENT CALENDAR

3.1 Approval Item

3.1.1 January 17, 2007

4.0 INFORMATION ITEMS

4.1 Update on SCAG Heavy Duty Truck Model

Mike Ainsworth, SCAG, presented an overview of the Regional Travel Demand Model and an update on the Heavy Duty Truck Model Development Project. The CAD program for the Regional Travel Demand Model was updated to a PC platform in Transcad. Development, specifically the update of the CAD program for the Regional Travel Demand to a PC platform in Transcad, and subsequent validation was completed leaving the model for RTP modeling analysis. In the Heavy Duty Truck Model, each of the three truck classes are modeled separately. An internal model identified intraregional trips while an external model identified interregional trips to and from outlying areas, as well as port and air cargo. Effectiveness of the model could be improved through better if it were able to better assess the activities of intermediate warehouses. The focus of the model was the completion of the travel surveys administered to various trucking firms for the internal model with the target number of travel surveys returned being 2,000. The pretest survey was completed and the regular survey has been begun in January 2007. The external model has been completed and port trips and generation were included. The validation of the model and the forecast had not started.

4.2 Update on Multi-County Goods Movement Action Plan Study

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Michelle Smith, Project Manager Metro, stated that the Plan is scheduled to be completed in April '07. A total of five stakeholder advisory group meetings have been held and the last will be held on January 31, 2007.

4.3 Update on the Port and Modal Elasticity Study Phase II

Dr. Robert Leachman, Leachman and Associates, LLC, discussed the update of the Port and Modal Elasticity Study Phase II. Phase I, completed in August, 2005, was a long run model based on 2003-2004 transportation rates, import value distributions, and statistics on the container flow times by channel. The model predicted possible changes in container flows if port fees or transportation rates were implemented. Phase II began in June 2006. The database of distribution imports coming from Asia and changes in transportation rates and service quality were being updated. Phase II served as a short-run model with the same output as the Phase I model with fixed flow times being calculated based on changes in the channels. The model showed that as the value of goods increased, imports were more likely to come to the San Pedro Bay ports versus others in order to manage inventory. However, due to handling costs associated with low-value shipments, the San Pedro Bay ports also held an advantage over other ports. Dr. Leachman said that even if low-value, discretionary shipments were forced away from local ports, 40% of U.S. imports would still flow through the area if port service levels of were equivalent to others. This was due to cost benefits offered by Southern California such as the size of the local market, geographic advantage, and availability of truck and rail services. Dr. Leachman explained that in the short run model, no new investments were assumed for infrastructure. In the long run model, continuing investments were assumed. The purpose of the study was to provide a methodology for the completion of future studies.

4.4 Update on the Inland Port Feasibility Study

Dan Smith, the Tioga Group, said that the main purpose of an inland port was to reduce truck VMT through the use of a rail shuttle between the ports and an inland location. Data, based on trucker surveys, supported the idea that enough trips existed to the Inland Empire to support an inland port that could reduce truck VMT. A major issue was matching up inland port concept types and strategies with feasible locations as potential sites would need to have the ability to host a rail terminal in addition to existing rail capacity constraints. Three inland port strategies were identified as feasible for the region – satellite marine terminals, logistics parks, and agile ports. Any rail shuttle operation would require on underlying, ongoing, permanent, operating subsidy. Mira Loma was the target area

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for an inland port because of its large concentration of logistics-related activities. Mr. Smith said that if the goal was to save truck VMT based on current markets, an inland port should be as close to Mira Loma as possible. If the goal was to create a land-use pattern for the future, a location farther away should be considered as land would be more available and affordable. Using a sample of potential sites to illustrate the point, Mr. Smith emphasized that locating feasible sites for a terminal was very challenging, especially in the Inland Empire due to numerous restrictions including parcel size and costs. As to rail capacity, the State of California established a relationship with railroads to provide capacity in exchange for the rights to use capacity for public use in other situations such as commuter rail. Being unable to offer an operating subsidy high enough to be attractive to the railroads, the public sector would need to negotiate a complex arrangement of capacity enhancements plus an operating subsidy to successfully find rail capacity. The next steps in the study included returning to the Goods Movement Task Force with more detailed numbers and feedback from stakeholders to initiate a discussion of potential sites.

- 4.5 Update on the Environmental Mitigation Plan for Goods Movement Study
Jeff Ang-Olson, ICF Consulting, said that the objectives of the study included identifying potential strategies for emissions reductions for goods movement activities as well as determining benefits, costs, feasibility issues, and implementation mechanisms to create an action plan that could make recommendations for investments needed to achieve required air quality standards. The literature review for the study was largely completed and the technical analysis of strategies based on cost effectiveness and emission reductions were being finished with draft results expected shortly. Outreach with stakeholders had begun as well. Mr. Olson then noted a number of emissions reductions strategies being reviewed by ICF along with the methodologies that would be used to determine their cost effectiveness. The next steps of the study included completion of the analysis of results for all source categories, issuance of a draft Task 1 report for review, finalization of the technical analysis, continuation of stakeholder outreach, and drafting of an action plan with priority lists to help in future decisions.

5.0 STAFF REPORT

Mr. Danny Wu, SCAG, said that Staff updated the Agenda Outlook approved by Goods Movement Task Force to focus on activities that would provide meaningful input into the

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upcoming 2007/2008 RTP. He also said that the State Goods Movement Action Plan was available. Upcoming events related to goods movement around the area were announced.

6.0 COMMENT PERIOD

There were no public comments.

7.0 ADJOURNMENT

The Hon. Art Brown, adjourned the meeting at 11:40 a.m.

The next committee meeting will be held on **Wednesday, March 21, 2007 at the SCAG office in Los Angeles.**